

AVIATION TECHNICAL ADVISORY COMMITTEE

MEETING MINUTES

SEPTEMBER 12, 2002; FULLERTON AIRPORT



1.0 Call to Order

The meeting was called to order at 10:03am by Mr. Chris Kunze, Long Beach Airport.

2. 0 Welcome and Introductions

Attendees were welcomed and introductions were made.

3.0 Public Comments

There were no public comments.

4.0: Routine Items

4.1 Approval of Minutes

The minutes from the August 8, 2002 meeting at John Wayne Airport were approved with one comment. Page 7 should read, "The city [of Irvine] plans to annex the land, now used for farming, and within the protected airport buffer area (based on noise contours) around the base". Ms. Joan Golding, John Wayne Airport motioned for approval and Mr. Ron Kochevar, LAWA, seconded the motion.

4.2 ATAC Membership List and Contact Information

There were no changes to the membership list.

5.0 Project Review

There are no submissions for review.

6.0 Information Items

6.1 Fullerton Airport Update

Mr. Rod Propst, manager of Fullerton Airport, gave a presentation on Fullerton Airport. Fullerton Airport is one of only two airports in Orange County (along with John Wayne). At one time there was over twenty airports in use. The airport is 86 acres with one runway. The airport is 75 years old.

There is nothing except aviation uses on the airport. Most GA airports are supported by the general fund, Fullerton is unique in that it is totally self supporting. The airport charges \$7 per night to park a single engine aircraft overnight.

The airport gets 50 noise complaints a year. Homes are being built in an adjacent parcel so noise complaints are expected to rise.

Mr. Propst continued to say that he tries to build bridges to the community and be a good neighbor. The airport has a Noise and Safety Committee that meets once a month to discuss airport issues. The support in the community for the airport is strong.

In the last 40 years there have been 39 fatalities that were aviation related dealing with the airport. This statistic is far below the number of automobile crashes in the City of Fullerton.

The primary customer is the single engine 4 seat aircraft. There are very few multi-engine aircraft that use the field. Also, there are a large number of helicopters that use the airport. This is because of the location of Fullerton in the Los Angeles Basin.

Activity at the airport was down 20% in October 2001. The City Council gave a rent credit to the businesses on the airport for 20 days in September 2001. This was a gesture to the businesses so that they knew they were important and valued. The rent credit was 1.3% of the airport's budget and was a good move.

In November 2001 the number of operations were up 6% and since then the numbers of operations have all been up since September 2001.

Fullerton Airport markets the airport as only a general aviation airport. The airport is currently updating their Master Plan which is 21 years old. The master plan will be focusing on how to be the best neighbor and GA airport. The master plan will not be looking at capacity or significant infrastructure changes.

Paula McHargue, LAWA, asked why Fullerton survived when the rest of the Orange County airports were closed? Mr. Propst replied that the City Council

likes the airport and values it. The City also likes that the airport uses no funds from the General Fund.

Mr. Robert Rodine, Valley Industry Commerce Association, asked how many helicopters are based at the airport? There are 5 public safety helicopters based and one radio station helicopter. However, all the helicopters based at Van Nuys come to Fullerton for gas. Eighty percent of the total noise complaints come from news helicopters.

6.2 Southwest Airlines

Ms. Anastasia Albanese-O'Neill of Southwest Airlines gave a presentation on Southwest in the Los Angeles Basin. She began with a quiz about some Southwest facts. How many bags of peanuts did Southwest serve in 2001? 91.7 million. How many requests for service did Southwest receive from domestic US cities in 2001? 165. What percentage of domestic discount air travel is served by Southwest Airlines? 90%.

Southwest serves 4 airports in the LA area: LAX, BUR, ONT and SNA.

Burbank has 52 flights a day to Las Vegas, Oakland, Phoenix, Sacramento and San Jose.

Los Angeles International is not a typical airport that would be served by Southwest. For example, Southwest rarely serves congested hub city airports. In Boston, Southwest serves Manchester and Providence but not Boston Logan. In the Bay Area Southwest serves Oakland and San Jose but not San Francisco International. Southwest now serves 18 cities out of LAX. Recent schedule changes have included long distance flights to Baltimore and Chicago Midway. Southwest has actually trimmed the number of flights at LAX.

Ontario has 59 flights per day to six destinations: Las Vegas, Nashville, Oakland, Phoenix, Sacramento and San Jose.

John Wayne established service in 1994. It's the last city that was added in California. There are currently 26 flights a day to 5 cities: Las Vegas, Oakland, Phoenix, Sacramento and San Jose. This past year Las Vegas and Phoenix were added and Sacramento was added earlier this year with four flights.

Southwest tried transcontinental service two years ago between Oakland and Baltimore. Passengers were happy to fly without being served a meal. Most people simply brought their own food. Except for growth at John Wayne all the additions to the Southern California network have been long haul.

The fleet mix is all Boeing 737's with a mix of -200's, -300's, -500's, and -700's. The average aircraft is 8 years old, flies 12 hours per day at an average trip length of 535 miles.

The Southwest philosophy is to have extreme simplicity. Having only one type of aircraft makes it easy for flight attendants, pilots and maintenance. All the cockpits in every aircraft look identical. Also, there is a customer service focus and high utilization of the aircraft.

In 1993 the US Department of Transportation coined "the Southwest Effect". This term means that more people fly and prices drop. As a local example fares from John Wayne to Sacramento used to be over \$500 for a roundtrip. The most you will ever pay is \$180 roundtrip. The examples on the East Coast are even more dramatic between Baltimore and Boston.

Mr. Bob Trimborn, Santa Monica Airport, asked what the mix is between business and leisure. Ms. Albanese-O'Neill replied that it is about 50% of both, even after September 11.

A member of the public asked if Southwest has looked at serving Palmdale. Southwest has not ruled Palmdale out but that for a short haul carrier the population base of Palmdale would not support Southwest. To date, no carrier has been successful out of that airport. At this time people from that area or adjacent cities (Santa Clarita, Valenica) would drive to Burbank.

Ms. Albanese-O'Neill went on to say that the most recent new city that was opened was Norfolk, VA, in September 2001. There have been no new cities added since then.

Mr. Chris Kunze, Long Beach Airport, said that SCAG tries to push traffic to outlying airports. What is needed from the airlines perspective to move operations out? Ms. Albanese-O'Neill said that the ground time to the airport is the major factor. She said that ground transportation to the airports is one thing on the East Coast that has been a big success. Currently, Metrolink and Southwest are having a promotion for free same day rail service to downtown LA. Ontario would be great for that same type of promotion.

Public comment asked if a Fly Away similar to the one from Van Nuys to LAX would work to Palmdale. Ms. Albanese-O'Neill said that is an option but that there still has to be a local market.

6.3 LAX Master Plan Update

Mr. Jim Ritchie, LAWA, gave a presentation on the LAX Master Plan. The process has been ongoing since 1995. The amount of time that it takes to make it happen can be very long.

One of the biggest problems currently at LAX is that the runway system dates back to the 1960's and the Boeing 707 era. There needs to be a center taxiway to keep incursions to a minimum. Frequently, the airport ranks first or third in the Nation for runway incursions.

Mr. Ritchie continued by pointing out some of the key elements on a map of the proposed Los Angeles Mayor Hahn Plan or Master Plan Alternative D. He mentioned that the airport will need between 70 or 80 baggage screening devices. Eventually these may go where the central parking structure is now.

The Green Line connection to LAX was also discussed. Mr. Ritchie would like to connect the airport with the station using people mover technology. Previously, the light rail ideas were discarded because of possible interference with aircraft avionics. The MTA is also interested in another rail line that is being deactivated to downtown Los Angeles.

LAX plans to address the need to keep the airport at 78MAP through the master plan process at Palmdale and Ontario.

Mr. Ritchie mentioned that under the Hahn Plan the remote terminals currently used by American Eagle and United Express would be eliminated. This elimination will allow for the use of wide body aircraft at more gates; currently only 25% of gates will accommodate wide body aircraft. The airport is going to be pushing for more long haul flights and will try to dissuade the very short haul operations.

There was a public comment that questioned the placement of the Manchester Square check-in facility. There is concern for the facility being located on an earthquake fault and the security issues of bringing everyone to one central location. Even the opponents of the plan realize that doing nothing is an alternative that cannot be accepted.

Mr. Bob Trimborn, Santa Monica Airport, asked about the role of non-scheduled general aviation aircraft at LAX. Mr. Ritchie responded that the airport will keep its two FBO's. However, Mr. Ritchie said that small aircraft get in the way at a large busy commercial airport.

Mr. Michael Armstrong, SCAG, asked if the cargo forecasts are being changed with the change from Alternative C to D. Mr. Ritchie said that some of the new demand for air cargo will be accommodated by Ontario and Palmdale. There are

other cargo options that can be explored. LAWA is accepting SCAG's adopted cargo forecast for LAX.

Mr. Chris Kunze asked what the controlling capacity factors are under the new plan. Mr. Michael Armstrong responded that the 78MAP constraint is the runway capacity.

Mr. Ritchie said that it is very difficult to constrain an airport without doing a Part 161 study. The airport expects to break ground in the summer of 2004. This will happen after EIS/EIR, public comments, etc.

6.4 New Regional Aviation System Scenarios

Mr. Michael Armstrong, SCAG, began by saying that the Aviation Task Force is being reactivated. The first meeting of the Task Force will be on Sept. 25. The meeting will discuss an overview of the current airport system and look at the history of the ATF.

The ATF will be charged to make updates to the 2001 Aviation Plan based on new realities such as: Sept. 11, 2001; the passage of Measure W in Orange County; etc.

The last Aviation Task Force looked at a number of questions:

- *Should LAX be constrained to its existing physical capacity?*
 - Yes, 78 MAP.
- *Should all urbanized airports be constrained to their existing physical or legal capacity?*
 - Yes, Burbank, Long Beach and John Wayne were all constrained.
- *What is the physical capacity of the urbanized airports?*
- *How can demand at Palmdale and Inland Empire be increased?*
 - Unconstrained Inland Empire airports and added market incentives for ground transportation.
- *What role should El Toro have in meeting local/regional demand?*
 - El Toro played a major role in the Aviation Plan and was unconstrained at 30MAP.
- *What role should Ontario have in meeting local/regional demand?*
 - Ontario was also set for 30MAP.

In terms of the new concepts that the ATF may be examining are:

- Should El Toro be included in the 2004 Regional Transportation Plan?

- Should March Inland Port be considered cargo and charter only for some of the scenarios evaluated? All cargo airports are very feasible. The latest data that SCAG has collected shows that about 70% of cargo is transported in all cargo aircraft.
- How big a role should Ontario play in meeting local/regional demand?
- What role will San Bernardino International Airport play in relation to Ontario expansion? This will be a major issue in the Regional Airspace Analysis which will be starting next month.
- Should the existing facility capacities of LAX, Burbank and John Wayne be reevaluated in light of the new security requirements imposed after 9/11? The airports may be facing different constraining factors (such as hold room capacity, passenger flow, etc) than previously determined for the 2001 RTP.
- Should the capacities of Burbank and John Wayne be maximized to the extent possible, such as by assuming the use of remote aircraft positions and the displacement of general aviation aircraft?
- Should Long Beach be assumed to accommodate more than 41 flights a day by 2030, because of an evolution to very quiet Stage IV aircraft?
- To what extent will MAGLEV be included in the scenarios?
- Will market incentives continue to play a key role in passenger distribution?
- How will San Diego County's search for a new airport to replace or supplement Lindbergh Field impact demand at regional airports? The selection process is down to 18 sites and that will be narrowed down to 3 or 4 sites.

Ms. Joan Golding, John Wayne Airport, asked how the ATF would be looking at the relationship between commercial and general aviation. Mr. Armstrong responded that SCAG management would like the ATF to visit the airports and get presentations from all of the airport managers to address these types of issues.

Mr. Rich Macias, SCAG, interjected the importance of the ATAC in the upcoming ATF process. The ATAC is the technical arm of the ATF. If issues, such as general aviation, are important to ATAC the committee needs to direct staff to take action. As the ATF progresses ATAC may be called upon to make recommendations on technical matters.

Ms. Paula McHargue, LAWA, said ATAC did have an active role at the beginning of the 2001 ATF. As the process went on ATAC's participation was left out of the decision process. Is there going to be a mechanism this time to allow for ATAC to make comments and review what is happening with the ATF? Mr. Rich Macias responded that SCAG staff, management and the ATF Chair (Judy Mikels, Ventura County) will have better lines of communication.

Ms. Joan Golding said that in the ATF guiding principles she would like to see at least some GA recognition. Because of federal law, GA cannot be discriminated against. At an airport like John Wayne, if there is more commercial service where

will the GA go to? Leaving GA out of the ATF will result in only half-baked solutions. Mr. Rich Macias said that the ATF needs to understand these issues.

Mr. Chris Kunze asked how the Airspace Analysis will feed into the ATF process, given the limited time frame? Mr. Armstrong said that the Airspace Analysis probably won't feed into scenario development, but into scenario evaluation.

6.5 Santa Monica Airport

Mr. Bob Trmborn, Santa Monica Airport, gave a presentation on the runway issues at Santa Monica Airport. The runway has been handling aircraft that are larger than its designed for. This is a safety issue since just beyond the end of the runway are homes.

The Santa Monica Airport Design Standards Analysis was conducted by Airport staff and the aviation planning firm Coffman Associates and presented to the Airport Commission and the public during the May 20th special meeting. The design standards analysis reviewed the shift in the critical aircraft fleet using the Airport and correlated the relationship between the performance criteria of the more demanding aircraft with the operational limitations of the Airport. The analysis also included a discussion of the current Federal Aviation Administration (FAA) Airport Design Standards for new airports and an aircraft operational review to ensure the Airport's compatibility with the emerging mix of aircraft using the facility. The analysis of the operational data collected confirmed that there were a considerable number of aircraft operating at the Airport that were not compatible with the Airport's designated FAA design standards airport reference code (ARC) of B-II.

The Airport's B-II ARC is based upon the critical design aircraft identified in 1984 and its facilities were subsequently designed and constructed to accommodate B-II compatible aircraft. That aircraft had an approach speed of less than 121 knots and a wingspan of less than 79 feet. Under the ARC, the critical design aircraft is defined as the most demanding category aircraft that conducts 500 or more operations per year (250 takeoffs and 250 landings). The analysis concluded that there are many non-B-II aircraft using Santa Monica Airport exceeding 500 operations per year. A result of the analysis was a recommendation to implement a specific program for the Airport to accommodate aircraft that are compatible with the design classification identified in the 1984 Agreement and defined by the current FAA Airport Design Standards (hereinafter referred to as the "Aircraft Conformance Program" or "ACP").

Following the presentation of the findings of the design standards analysis, the Airport Commission unanimously voted to forward a recommendation to the City Council regarding the implementation of a program to conform aircraft operations at the Airport to the standards for an airport with an ARC designation of B-II. The

Airport Commission concurred with staff that an engineering review and analysis and appropriate environmental review for the creation of runway safety areas at both ends of the runway be completed and that the results be forwarded to the City Council for further action regarding designation of runway safety areas. The Commission subsequently requested that staff return with a follow-up report further discussing the implementation of an Aircraft Conformance Program including potential enforcement measures.

7.0 Action Items

7.1 Election of the 2002-2003 ATAC Chair

Mr. Rod Propst, Fullerton Airport, was nominated for the position of ATAC Chair. He accepted the nomination. Mr. Scott Smith, Ventura County Airports, was also nominated. Mr. Smith graciously declined the nomination. Mr. Chris Kunze led the election. Mr. Propst was voted to be the 2002-2003 ATAC chair with a unanimous vote.

Mr. Propst will begin the duties of ATAC Chair at the October 2002 meeting. Mr. Chris Kunze is now Immediate Past Chair. Mr. Kunze will Chair any meetings in which Mr. Propst cannot attend.

8.0 Legislative Report

8.1 Significant Aviation related Legislation before the California Legislature

Mr. Ryan Hall, SCAG staff, mentioned that the most current legislative update was handed out at the beginning of the meeting. The version included in the agenda packet is now outdated.

8.2 Significant Aviation related legislation before the United States Legislature

No report at this meeting.

9.0 Miscellaneous Items

9.1 Press Clippings

There were no comments on the press clippings included in the agenda packet.

10.0 Public Comment Period

There were no public comments.

11.0 Set Next Meeting Location and Topics for Discussion

The next meeting is Thursday October 10 at Burbank Airport from 10am-12Noon.

12.0 Adjournment

Chris Kunze adjourned the meeting at 12:05pm.